

TRAFFIC SAFETY AND PARKING COMMITTEE

Consolidated Staff Report

SAN BRUNO CITY HALL
City Hall Training Room, Adjacent to Public Works
567 El Camino Real
San Bruno, California

WEDNESDAY, January 3, 2007 – 6:00 PM

OLD BUSINESS

The Jenevein Avenue at Cunningham Way traffic lane taper and the SamTrans bus stop combination (In the previous report, Jenevein Avenue was mistakenly called Whitman Way.):

Staff has requested a red curbing extension, which was continued to this meeting, pending staff research of the accident rate, curb parking use and the bus time table. (Whitman Way begins east of the Shelter Creek Lane intersection.)

Staff has determined that there have been no accidents this year in the area of the lane merger, bus stop combination, and the area of Jenevein Avenue considered for the red curb extension eastward. Nevertheless, three accidents have occurred this year to date, at some short distance from the intersection of Cunningham Way and Jenevein Avenue, but not in the actual intersection or the area where the red curb extension has been requested.

Regarding parking on the north side of Jenevein Avenue in the area considered for red curb extension, Engineering staff has observed one vehicle parked a few feet east of the requested red curb extension area at about 9 pm on a weekday. Furthermore, routine police patrols recorded no parking in the requested red curb area in the late evening hours of two weekdays and two weekend days. (Please, see attached plan.)

According to the SamTrans schedule, Bus No. 141 arrives at the bus stop near the intersection of Jenevein Avenue and Cunningham Way on weekdays, generally every 30 minutes between 6:31 AM and 7:01 PM. There is no Saturday, Sunday or Holiday bus service.

NEW BUSINESS

A. Petition for Improvements for Pedestrian Crossing of San Bruno Avenue at Easton Avenue. Requesting Traffic Signal or STOP Signs on San Bruno Avenue.

BACKGROUND:

On 8/30/06, staff received a petition dated 8/22/06 signed by a number of residents of the neighborhood near the above noted intersection of San Bruno Avenue and Easton Avenue. The petition signees are asking for a "light sign" at this intersection. (See attached petition, Exhibit A.) The petition explained a concern about pedestrians crossing San Bruno Avenue at Easton Avenue. This crossing connects the northwest part of the City with the downtown district and commercial area and schools. Furthermore, many pedestrians cross San Bruno Avenue to patronize the Rolling Pin Donut Shop. Many seniors, with poor eyesight and hearing, cross San Bruno Avenue at the intersection.

The petition states that several accidents already have occurred at the intersection, including fatalities. (Please, see attached photo, Exhibit B.)

DISCUSSION:

Shortly after receiving the petition, staff visited the San Bruno Avenue at Easton Avenue intersection and noted the following conditions:

1. Sections of the four crosswalks have crosswalk stripes over both San Bruno Avenue and Easton Avenue that are missing or are faded;
2. Easton Avenue is narrow, approximately 30 feet wide;
3. A street light exists near the southeasterly corner of the intersection. This light illuminates the easterly crosswalk over San Bruno Avenue;
4. The street intersection is at 90° with mutually clear view by pedestrian and motorist alike, notwithstanding a parked vehicle at the San Bruno Avenue curbside on the approach to the crosswalk over San Bruno Avenue;
5. The speed limit on San Bruno Avenue was reduced from 30 mph to 25 mph last June.

There is no police record for the intersection of any pedestrian versus car accidents to date this year and through 2005.

Staff Recommendation:

Staff recommends that the four crosswalks over the San Bruno and Easton Avenues be repainted. Furthermore, staff recommends repainting all City crosswalks as a CIP project. Repainting the crosswalks will make them more visible to motorists in stopping for pedestrians.

B. Mrs. Susan Lum, 3210 Sneath Lane near Riverside, called to request red curbing near her driveway.

BACKGROUND:

Mrs. Lum stated that sometimes cars parked curbside on Sneath Lane near her driveway at 3210 Sneath Lane encroached into her driveway.

The encroachment makes backing out of the driveway difficult given the closeness of the parked cars and the resulting poor visibility of on-coming Sneath Lane traffic. (Please, see attached photo, Exhibit C.)

DISCUSSION:

1. If a Sneath Lane curbside parked car encroaches into the depressed area of the driveway approach the police department should be called for law enforcement.
2. Staff has visited the 3210 Sneath Lane driveway and has observed the following:
 - a. Sneath Lane is a wide street, approximately 46 foot curb to curb with a double yellow centerline delineated by raised markers and reflector delineator.
 - b. The half street width of Sneath Lane is approximately 23 feet wide as measured from the centerline to the face of the curb at the driveway. The actual nearer travel lane of the two way street, approaching the driveway, is 15 feet wide after subtracting an eight-foot width for curb side parking.
 - c. The 3210 Sneath Lane driveway is on the outside of the curving Sneath Lane, which aids backing motorists in having more clear sight of approaching Sneath Lane traffic from the southeast than if Sneath Lane were straight, or curved in the opposite direction.
 - d. The speed limit is 35 mph on Sneath Lane, which is a collector type of street that serves numerous residents, hence the wider street than a local street.
3. The required stopping sight distance is 250 feet for a level street at the posted speed limit. The available sight distance from approaching motorist to the backing car at 3210 Sneath is slightly greater than this distance. This distance is as viewed by a motorist traveling uphill on Sneath Lane, approaching 3210 Sneath Lane. The uphill grade aids the motorist stopping over a slightly shorter distance than the 250 feet required.
4. The requested painted red curbing on each side of the driveway may cause a parking space to be lost along Sneath Lane, where existing parking is not marked.

Staff Recommendation:

Staff recommends that the requested red curbing should not be granted.

C. Staff Reports on Past Items

Two DeSoto Way residents has requested speed bumps on DeSoto Way. One of these residents requested STOP signs on Santa Florita Avenue, located in Millbrae but near the San Bruno neighborhood of the resident.

In November 2006, staff had contacted the City Engineer of Millbrae to discuss adding the above requested STOP signs to Santa Florita Avenue at Bayview Avenue intersection in Millbrae. Presently, there are STOP signs on Bayview Avenue at the intersection. The City Engineer agreed to both conduct traffic counts at the intersection and to determine adequacy of clear sight in the intersection from Bayview Avenue.

The traffic counts and the clear view study have been completed by the City Engineer of Millbrae and the results are as follows:

1. Santa Florita Avenue (and, consequently, DeSoto Avenue) have relatively high traffic volumes at about 1,800 vehicles per day. The City Engineer is therefore reluctant to post STOP signs to stop traffic on Santa Florita Avenue.
2. Clear views were adequate, as viewed from the Bayview Avenue legs in the intersection, and
3. Speed bumps are not permitted in Millbrae as a matter of policy of several City of Millbrae departments.

Nevertheless, a City of Millbrae traffic calming study is in the offing in 2007. Speed bumps on certain streets could be recommended in the study. Millbrae's Fire Department is opposed to the speed bumps.

Regarding the request of DeSoto Avenue residents for traffic calming measures such as speed bumps to be installed on DeSoto Way, the City of San Bruno City Council, at their February meeting, may decide whether or not to permit the installation of additional speed bumps in the City.

This decision will follow the Council's consideration in February of a staff report about the results of the Cypress Avenue speed bump study.

D. Schedule for Upcoming TSPC Meetings

Request Date:	Requested By:	Location:	Request:	Scheduled Date:
9/1/2006	Petition	San Bruno Ave. at Easton Ave.	New Signal or Stop Sign.	1/3/2007
9/7/2006	Ms. Lum	Portola Highlands.	New Red Curb at Driveway Tips.	1/3/2007
9/21/2006	ACORN	Santa Dominga Ave. at S. San Anselmo Ave.	New 4-Way Stop.	2/7/2007
9/21/2006	ACORN	San Bruno Ave. at 6th Ave.	New Stop Light.	2/7/2007
	Mark Howard	Sneath at Seabiscuit	Single semi parking space	